

LEUT. DEWEY TESTIFIES.

Nephew of the Admiral at the Schley Court of Inquiry.

POTTING OF THE COLON.

Admiral Taylor Received no Information of the Movements of Cervera's Fleet.

WASHINGTON, Oct. 11.—After the witnesses of yesterday had been recalled to-day in the Schley Court for the purpose of correcting their testimony, Lieut. J. H. Holden was reintroduced to continue his examination.

Among the witnesses called early in the day for the purpose of correcting testimony was Admiral H. C. Taylor.

While he was on the stand he was questioned as to whether he had received information from the Spaniards as to the coming out of the harbor at Santiago before they made their appearance on the morning of July 3.

The question was asked by Capt. Lemly and the answer was: "None whatever."

Mr. Barker—You did not get a message from the Vixen in reference to smoke coming out of the harbor?

"No."

Mr. Barker—Your attention was not called to smoke?

"Not at all, sir."

Do you remember anybody on your vessel who did observe smoke and report it to you?

"I do not remember."

Orders to Sink Colon.

Lieut. Adelbert Althouse, formerly watch and discipline officer on the battleship Massachusetts, detailed the movements of that vessel in connection with the firing of the Colon.

He said that at 10 o'clock the vessel lay six to ten miles out at night, going nearer in the day time.

Asked what was developed as to the strength of the land batteries, he said that, to his mind, it was shown they were very weak.

In reply to a question as to whether he had made any notes concerning the engagement, he replied: "No, we were in under instructions to sink the Colon."

His orders had been to direct his fire at that vessel.

When Lieut. Althouse was excused, Capt. Lemly introduced as evidence the reports made by Commander Schley to the Secretary of the Navy of the engagement of May 31.

In one of these dated June 3, Commander Schley said: "Reconnaissance was intended principally to inform and destroy the Colon."

The fire was returned without delay by the heavy batteries to the east and to the west entrance, large calibre, long range, reconnaissance batteries.

Developing suddenly the presence of the Spanish squadron lying behind island, near inner fort, as they fired over the hill at range, quite satisfied the Spanish fleet is there.

Dewey's Nephew Testifies.

Lieut. P. G. Dewey, nephew of Admiral Dewey, who was a watch officer on the Massachusetts, was the next witness. He placed the distance of the battleship line under Commander Schley from the mountain of the battery at five to eight miles, the distance being about the same day and night.

There was, he said, no particular formation of the vessels.

Capt. Lemly—When you were at the western end of the blockade, what orders were there for attacking if you saw the Colon coming out?

"I do not believe we could have seen the Colon coming out, if such had been the case."

"Moving to darkness and the distance from the harbor. For instance, when we were at the western end of the line the ships could have come out and stood to the eastward without our being any the wiser unless they showed lights."

"How about the records of that proposition?"

"I think it would have been the same in either case."

Capt. Lemly then asked: "Did you have any conversation with the commanding officer of the Vixen, either before or after the Colon or otherwise?"

Lieut. Dewey replied: "I was told shortly before we started into the entrance that the Colon was in the harbor."

"I went to the pilot-house, and the Commander said that he intended to go in a few moments and that he hoped he would sink him, and was told about ten knots."

"I remarked at the time that I thought that was giving us very little chance at the Colon, as he would be in sight between the headlands only a couple of minutes and that the smoke from the guns would probably make our fire very slow."

"To the best of my recollection, the Commander stated we would have to do the best we could; that the Colon would be the best we could."

In reply to a question by the Court as to whether he was ordered to direct his fire on the Colon or on the batteries on May 31, Lieut. Dewey said: "I was ordered to direct fire at the Colon entirely, but he could not say whether Commander Schley or Capt. Higginson had given the order."

Chadwick a Witness.

Capt. F. E. Chadwick, who commanded the New York and was Admiral Sampson's chief of staff, was called as a witness in the Schley court this afternoon.

He testified concerning the code of signals arranged by Capt. McCalla with the Cuban insurgents at Cienfuegos, of which he said Capt. McCalla had informed him on his arrival at Key West on May 19, 1898.

He said he could not recall to whom he had communicated the code; that he had not informed Commander Schley because Capt. McCalla had been chief of staff to Cienfuegos, where Admiral Schley was situated.

Capt. Chadwick recalled a conversation he had heard between Admiral Sampson and Commander Schley at Key West, in which Commander Schley had told the Admiral he was assured he would be entirely loyal to him.

Capt. Chadwick also said that he had heard Commander Schley tell Admiral Sampson after the latter's arrival at Santiago that it was impossible to block the entrance to the harbor.

Capt. Chadwick said that he had objected to the arrangement of congratulatory medals which Admiral Sampson had given to Commander Schley on May 23, considering it unequal for the circumstances.

SAMPSON A SHADE BETTER.

Doctors' Reports Indicate that He Is Gaining Some.

WASHINGTON, Oct. 11.—Medical reports indicate that Admiral Sampson is recovering from the fatigue of his journey south and that the more favorable surroundings of his present home are working for his betterment.

Beyond a little added brightness in his eyes, however, it is stated that his condition remains practically unchanged.

ADRIAT IN OPEN BOAT.

Two Sailors Rescued at Sea on the Verge of Starvation.

ONE MAN TRIED SUICIDE.

Terrible Experience of Fishermen Without Food For Five Days.

Two men leaped over the rail of the tug liner Graf Waldersee as she was warped into her berth at the Hamburg-American pier to-day.

They were sailors' uniforms belonging to the line, but the scene before them was very unfamiliar. They were French fishermen whose home is at St. Pierre, Cape Breton Island.

They were picked up 200 miles off the coast of New Foundland, half dead from starvation and exposure, on Oct. 7 by the Waldersee.

For five days they had drifted at the mercy of the weather in an open boat without food or water, other than that they lapped up from their oilskins.

One was little more than a boy. The other was bronzed and gray-bearded. As the passengers began leaving the vessel, the two, obtaining leave of the officer of the deck, came down the narrow companion way and were found by an Evening World reporter conversing with Dr. Borchers, the ship's surgeon, who talks French as fluently as he does German.

"We picked them up in latitude 46.05 and longitude 48.30," said Dr. Borchers. "They were pretty near gone. We would have passed them had not the fog just lifted in time."

The first officer saw them signal. It was a shirt tied to the blade of an oar.

"The vessel stopped and put about. Second Boatswain Peters and one of the stowage stewards helped them aboard from their dory."

"They were too weak to talk, but after thirty-six hours in the hospital they were well enough to get about. The old man had stood the terrible experience better than the boy."

"The old man is Guegon. The young one is his nephew, Liselon. Both belong in St. Pierre and had been out from the fishing smack La Bretagne on Oct. 2."

Their story, Dr. Borchers, acting as interpreter, is as follows:

"We, with seven other dories, left the smack early on Oct. 2."

"We were a mile or so away from the smack when the fog suddenly settled. We threw over our anchor, but a strong breeze sprang up. I saw we were drifting rapidly to the south."

The old man did the talking. "Late that night the fog cleared away. The stars came out, but we could see nothing of our boat. We had only a few biscuits and a quart can of water."

"Thinking that the smack would soon appear we drank the little water we had and ate our biscuits. I told the boy to go to sleep and I kept watch. All night long I kept a sharp lookout, but nothing appeared. Toward morning the fog settled down again and the wind freshened and from that time on we were carried here and there by the wind and sea."

"We made no attempt to row. I knew we were drifting toward the path of the ocean steamships, and we prayed that the weather might be clear so that we might signal them."

"Our hunger became more unbearable as the hours passed. Our thirst we could partially appease now and then by lapping off the moisture that congealed upon our oilskin jackets."

"More than once the boy asked if he might jump overboard and eat it up. I would not let him. Once I had to hold him by force."

"He slept a great deal. I could see him get thinner and his eyes got wild. He was going crazy. On the third day of our drift I saw a big vessel low down on the horizon. We waved our signal— I had tied my shirt to the end of the oar—but it was not noticed."

"Again I think it was the next afternoon we saw another, but she was too far away."

"Did we pray?" The old man crossed himself devoutly. "We prayed constantly."

"It was our prayers that raised the fog when the big German boat came along. We had drifted right across her path."

Capt. Kopf, of the Waldersee, later turned the fishermen over to the immigration officers. They were taken to Ellis Island, where they will remain until the Canadian Consul sends them home.

WANTS MONEY OF THE DEAD.

Rev. Mr. Marshall Proposes a Novel Memorial Chapel.

CAMDEN, N. J., Oct. 11.—The Rev. J. W. Marshall, of the Broadway Methodist Episcopal Church of this city, has started a movement to build a memorial chapel at Wood Lynde, a suburb of the city, heading a list with \$20, which his daughter, who died, had in bank.

He calls on Methodists who have lost some relative to send all or a portion of the estate of the deceased to help erect the church.

Each dead person named in the subscriptions is to have a memorial tablet set in the walls.

CAPT. KEAR IMPROVED.

Change for Better in the Condition of the Police Officer.

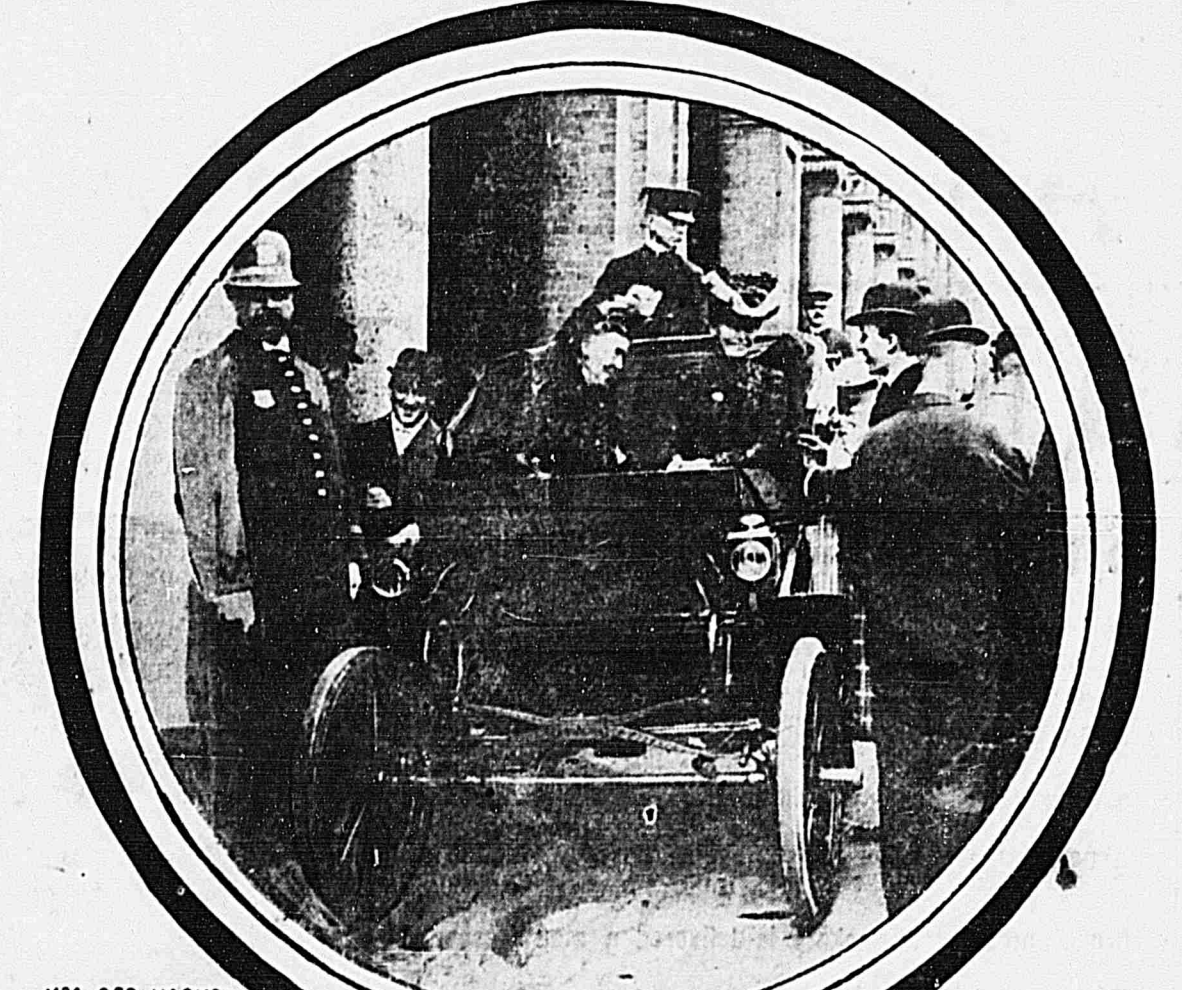
It was reported at the Roosevelt Hospital this morning that a decided improvement was noticeable in the condition of Police Capt. Francis J. Kear, of the West Sixty-eighth street station, who was operated upon yesterday for uræmia.

Capt. Kear had been feeling ill for several weeks, and yesterday reported sick and summoned a physician to his home, No. 107 West Sixty-eighth street.

A consultation later resulted in the decision that an immediate operation would be necessary.

The patient was at once removed to the Roosevelt Hospital.

MILE AND A HALF OF AUTOS FILLED WITH MERRY GUESTS.



MRS. GEORGE HASKELL AND MRS. ROBERT C. BARAY

Members of the American Street Railway Association and Their Wives on a "Mobe" Trip Through Central Park.

Over a mile and a half of automobiles speeded in an unbroken line up Fifth avenue this morning. The parade stretched from Madison Square to Central Park, and it was the biggest procession of motor carriages ever formed.

Filling the carriages were members of the American Street Railway Association and their wives.

The twentieth annual convention of the association is now being held at Madison Square Garden, and most of the men prominent in urban traffic are there in attendance.

To-day the work of the organization was declared off, while members accepted the hospitality of President Henry Sanderson, of the Electrical Vehicle Company.

Mr. Sanderson with royal hospitality invited the visiting magnates and their wives to be his guests for the day. The festivities included an automobile parade out through Central Park, over the boulevards to Claremont. There luncheon was served and a generous part of the afternoon spent in viewing the river.

From Madison Square Garden, where the Association is gathered, the start was made at 11:30. A large crowd was on hand to see the procession.

Automobiles of all descriptions were furnished by Mr. Sanderson to convey his guests. There were over 150, from fashionable landaus to the newest things in motor stables.

The line was headed by a victoria, in which were seated Mrs. Geo. Haskell, wife of a member of the firm of J. G. Brett & Co., of Philadelphia, the card builders, and Mrs. Robert Barry, of Baltimore.

Some 60-odd guests filled the other carriages that made up the line, at the rear of which came Mr. Sanderson, having as his special guest H. H. Vreeland, President of the Association, and a merry party of ladies, in the newest thing in self-propelling stables, gay in its bright yellow paint.

Out Fifth avenue the cortege spread, and after a view of Central Park the party were taken to Claremont. Luncheon was served, and the return trip was made late in the afternoon.

Most of the notable street railway men of America were in the parade, which established a record for automobile exhibits.

STEWARDS RULE AGAINST FEMESOLE

(Special to The Evening World.) MORRIS PARK RACE TRACK, Oct. 11.—In the matter of the protest lodged by W. T. Ryan against the awarding of the purse won by J. J. McCafferty's bay filly Femesele, two-year-old, by Sir Dixon, dam Cherry Blossom in the third race at Morris Park on Wednesday, Oct. 9, the Stewards of the Westchester Race Association ordered that the protest be sustained and that the filly Femesele be disqualified on the ground that she was not qualified under the conditions, having won the Algeria Stakes of more than two thousand dollars value to the winner.

RUSSIA'S NEW CRUISER.

Retzhan Arrives Here To-Day from Cramp's Shipyard.

The new Russian cruiser Retzhan, recently completed at Cramp's shipyard, arrived in port to-day. She passed Quarantine at 11:45 A. M., and proceeded to the Navy-Yard, where she will go into dock.

The Retzhan resembles the United States cruiser New York. She has two military masts and three yellow funnels with black triangles on top. On the middle funnel are figures 18, probably indicating the number of knots made on her trip up the coast.

The cruiser flies the house flag of Cramp & Co. at half-mast from her masthead in memory of Henry E. Cramp, of the firm of Cramp & Co., who died a few days ago.

OCEAN VESSEL, HELPLESS, HEADED FOR ST. JOHN'S.

Too Far Away to Be Identified from Cape Race Signal Station.

ST. JOHN'S, N. F., Oct. 11.—The Cape Race signal station reports that a steamer is approaching, with another steamer in tow. They are making for St. John's and will arrive here during the night. No details are obtainable at present.

Use World Wants to All

Use World Wants to All

Use World Wants to All

SCHOONER SANK YACHT AND FLED

STORY TOLD BY TWO SHIP-WRECKED SAILORS.

They Arrive Here, Hungry and Tired, After Rowing Morning, Afternoon and Night.

Two hungry and tired shipwrecked men landed at an East River dock near the Brooklyn Bridge early this morning. They said they had been rowing in a small boat part of yesterday and all last night.

Their story was that they were Capt. W. Gates and Thomas Morse, of the sloop yacht Rose, belonging to Abden Kneer, of Savannah, Ga. They were taking the yacht from Savannah to Newport, R. I., to lay up for the winter, when about 10 o'clock yesterday morning, some twelve miles east of Sandy Hook, the yacht was run into by the fishing schooner Carrie and Lottle, of Gloucester, Mass., which passed on without stopping to give any assistance.

The yacht had a big hole knocked in her on the starboard side near the mast, and the water began pouring into her. The men worked at the pump for an hour, but the water gained on them. As the craft had five tons of lead ballast inside and ten tons on deck, it became evident that she would sink.

An attempt was made to get out the mauling launch, but it was stowed away and fished so tightly that they gave it up.

A small dingy was towing astern, and the men jumped into it. They had no more than done so when the yacht sank stern first.

The men saved nothing, and, without provision or water, they rowed from 11 o'clock yesterday morning all the afternoon and last night.

They said they did not stop on the way because they had no money and they thought they could get it there.

The yacht's topmast, they said, showed above the water.

UNCLE SAM'S BIG FAMILY NUMBERS 76,303,387.

New United States Census Shows That There Are More Men Than Women Here.

WASHINGTON, Oct. 11.—The final census report on the population of the United States by sex, nativity and color was issued to-day. It shows that the males number 39,659,242, or 51.2 per cent. of the total population in 1900. The increase of 12,233,431 in total population since 1890 is made up of 6,744,179 males and 5,489,252 females, an increase of 20.9 of males and 21.1 of females.

The foreign born element have increased only 12.4 per cent., and the native born population 22.5 per cent. since 1890. As to color and race, the population in 1900 comprises 69,990,922 white persons and 9,312,586 colored persons, the latter comprising 8,499,725 persons of negro descent. The colored element, as a whole, shows an increase of 17.5 per cent. since 1890.

MISS STONE'S PERIL; CABLE FROM FERDINAND.

(Continued from First Page.)

He was back at the 'phone in a minute. "We want every word of that," he said eagerly. "Please read the cable in full so that I may not miss even a letter."

"The convention is waiting to hear it read."

The messag. was read and carefully taken down, pains being taken even as to punctuation, so that its full significance might be gained.

"That is interesting news," observed Mr. Hooker, when he had finished, "and coming from Prince Ferdinand direct is, of course, very important."

"What is its greatest significance to the missionary boards?" The Evening World asked.

"It proves definitely that Miss Stone is on Turkish territory. We thought she was still in Bulgaria," was the answer.

EXPLOSION KILLED TWO MEN

Three Others Badly Injured When Chemical Works Hired Up.

BAY CITY, Mich., Oct. 11.—Two men were killed and three badly injured this afternoon by an explosion in the chemical works at Essexville, a village near here.

ABANDONED IT.

For the Old-Fashioned Coffee Was Killing.

"I always drank coffee with the rest of the family, for it seemed as if there was nothing for breakfast if we did not have it on the table."

"I had been troubled some time with my heart, which did not feel right. This trouble grew worse steadily."

Sometimes it would beat fast and at other times very slowly, so that I would hardly be able to do work for an hour or two after breakfast, and if I walked up a hill it gave me a severe pain."

"I had no idea of what the trouble was until a friend suggested that perhaps it might be caused by coffee drinking. I tried leaving off the coffee and began drinking Postum Cereal Food Coffee. The change came quickly. I am now glad to say that I am entirely well of the heart trouble and attribute the cure to leaving off coffee and the use of Postum Cereal Food Coffee."

"A number of my friends have abandoned the old-fashioned coffee and have taken up with Postum, which they are using steadily. There are some people that make Postum very weak and tasteless, but if it is boiled long enough, according to directions, it is a very delicious beverage. We have never used any of the old-fashioned coffee since it was first started in our house."—Mrs. L. A. Smith, Blodgett Mills, Cortland Co., N. Y.

\$102,000 IN TWO HOURS.

Debt of the American Board of Missions Quickly Ruled.

HARTFORD, Conn., Oct. 11.—At the evening session of the American Board of Missions last night the Rev. Dr. B. Parkes Cadman, of Brooklyn, began an effort to raise \$102,000 to wipe out the debt of the Board.

It was announced that a gift of \$48,000 could be applied to the debt. The thousands came in very fast after that. \$25,000 were pledged in one lump.

At 11 o'clock, after two hours of great excitement, President Capon announced that every dollar of the debt had been wiped out. This was greeted with the singing of the Doxology.

DEAD ROBBED OF BIG CHECK.

DISAPPEARED FROM BODY OF HOTEL SUICIDE.

Strange Woman Had It—Left to the Widow in a Letter. There is No Trace of It Now.

A new mystery came to light this afternoon in the Coroner's office. It involves the disappearance of a \$1,200 check from the pockets of a dead man.

When the body of Carl Sjöberg, a contractor, of No. 45 Fifty-fifth street, Brooklyn, was found at the Ashland House on September 27, after he had committed suicide by inhaling gas, there was found also a letter to his wife, Mathilde.

The letter stated in part that Sjöberg had inclosed a \$1,200 check to his order, indorsed to his wife, drawn on the Hamilton Bank, in West One Hundred and Twenty-fifth street.

Mrs. Sjöberg, when she attended the inquest at the Coroner's office on Oct. 1, supposed that the check was being held with the other valuables found on the body and said nothing about the previous piece of paper.

To-day she called with her son on Coroner Zuca to get her husband's property and got everything but the check. She showed the letter and the Coroner, once called up the bank on the telephone.

The cashier answered that the check had been presented Sept. 30, the day of the funeral, by a woman who asked to have it certified. This had been done and the check had not been heard of since.

Mrs. Sjöberg will put the case in a lawyer's hands to-day.

DEATH OF MISS FLORENCE.

She Resembled Maude Adams, for Whom She Was Secretary.

Miss Lillian Florence, for years private secretary and travelling companion of Maude Adams, died on Wednesday morning at the home of the latter, No. 22 East Forty-first street.

Miss Florence was twenty-five years old and resembled Miss Adams so closely that frequently they were mistaken one for the other. The funeral will be held on Sunday.

Three sisters, all of whom are stage favorites, survive Miss Florence.

HAMMERSLOUGH BROS.

Quitting Business. Fine Clothing at 60 cts. the Dollar.

A store crowded with customers—amazing values—high-grade clothing at the lowest prices ever dreamt of—there, in a nutshell, is the story of this great Sacrifice Sale.

For, this Fall we retire positively from the retail business, and our magnificent brand of new stock of Fall and Winter clothing is now being sacrificed at exactly 60 cents on the dollar.

Thousands of small overcoats and Winter overcoats—long, loose, broad-shouldered, and tailored beautifully—made of the most serviceable, fashionable materials—suits—many of them made of the finest imported fabrics, and in patterns confined exclusively to us; silk-lined full dress and Tuxedo suits; all made by hand, are fashionable and beautiful. The colored element, as a whole, shows an increase of 17.5 per cent. since 1890.

About 600 of our finest \$15, \$18 and \$20 suits are now marked down to \$8.50 each.

About 400 of our finest \$15 and \$18 Fall overcoats are now marked down to \$7.50 each.

They include suits made of fine English worsted in neat checks and plaids; also beautiful hand-made suits in black, blue and gray, in the latest style; long, loose, and broad-shouldered suits, etc.

Some are silk-lined. They include covert overcoats in many shades; the thick velvet and fur-trimmed overcoats in black and colored gray, etc. Many are cut in the latest style; long, loose, and broad-shouldered suits, etc.

Assorted Fruit Bonbons. Hand-made; we use pure French sugar cream and flavor, deliciously, with lemon, orange, raspberry, violet and vanilla; one of our most popular specialties. Price 10c.

Butter, Cream and Nut Butter. An endless variety of nut and fruit centers. An ideal collection at this wonderful low price on Saturday only. 10c.

Friday and Saturday. Boston Crispettes. One of our exclusive specialties, well and favorably known by our regular patrons. Price 10c.

Butter, Cream and Nut Butter. The right kind, made as it should be, and creamed in the latest style; long, loose, and broad-shouldered suits, etc. Price 10c.

Assorted Fruit and Nut Chocolates. Better than those sold at the so-called bargain shops at the price. Our price 10c.